

EXHIBIT NO.

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BILL NO.

HJ 17

Presentation to the Montana Highways and Transportation Committee

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Representing Community Futures
Southwest (Swift Current Region)

Background

- Southwest Community Futures has a broad base of community and business support for this project
- Interest in border services based in energy, agriculture, tourism, and general logistics of importing and exporting within the region
- Share a need for a well developed transportation system to support economic progress

Background

- Strong interest in the bill – we have been working to enhance border services since a comprehensive transportation study completed in 2007 which identified this as a regional opportunity.
- Saskatchewan is lacking in border services relative to other jurisdictions as Saskatchewan has only 12 crossings on its 600 kilometres of border, compared with 17 for Manitoba's 445 kilometres and 17 for New Brunswick's 390 kilometres.

Transportation in Support of Economic Activity

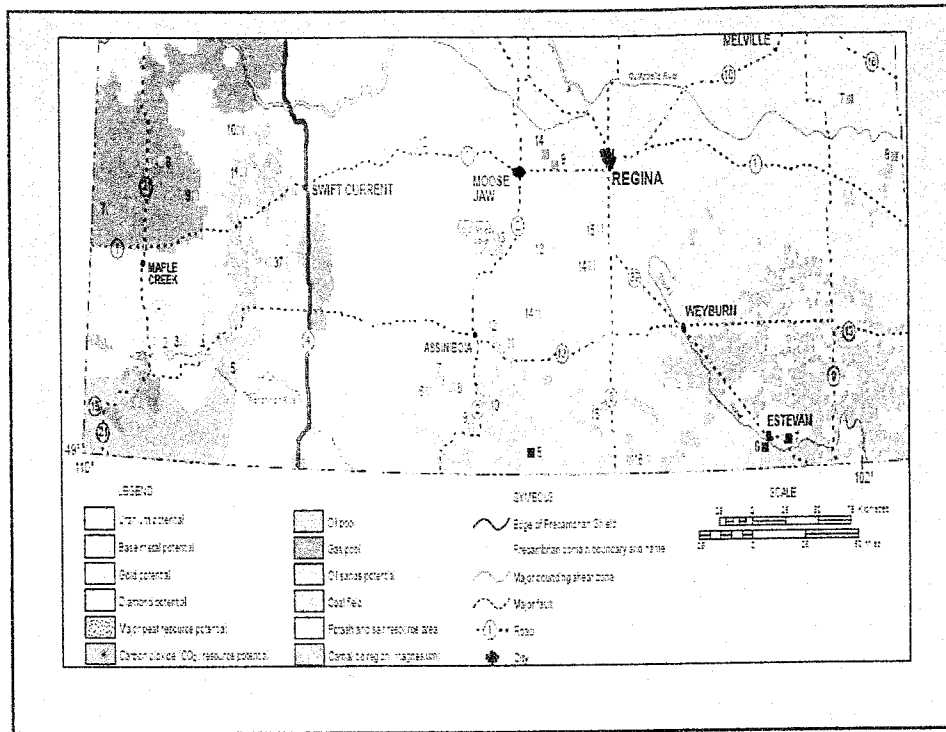
- While any enhanced border services in the Southwest would be of value, after assessing the priorities, it has been concluded that Monchy/Morgan makes the most compelling case in terms of approaching American and Canadian border services agencies.
- Planned as a inter-regional arterial connection

Energy Corridor

- Saskatchewan has had one of the fastest growing economies in Canada over the past five years and projected to maintain growth for the foreseeable future, mostly based on resources extraction.
- Much has been made of the energy corridor running between Alberta and Texas.

Energy Corridor

- Saskatchewan also plays a key role in energy production with a broad resource base that include:
 - Greater conventional oil production than Alberta
 - Developing Oilsands
 - Natural Gas
 - World highest quality uranium deposits
 - Abundant coal deposits
 - Potash
 - Renewable resources including ethanol and wind
 - Key pipeline corridor



Need for Border Services

- Costly transportation of goods. Long hauls to border crossings that have available longer hour or commercial and technical services comes at a huge expense to business.
- This is against a backdrop of rising fuel costs and fluctuating commodity values.
- Saskatchewan is a very trade dependent province with 70% of our GDP being created through trade, the highest of any province in Canada.

Need for Border Services

- The Southwest area of Saskatchewan does not have access to either a 24-hour port or a commercial port. The two 24-hour ports in Saskatchewan are North Portal and Regway, both located outside the Southwest in the east of the province. The two closest commercial ports of entry into the U.S. are:
- Coutts, Alberta / Sweetgrass, Montana
- North Portal, Saskatchewan / Portal, North Dakota

Need for Border Services

- At 550 miles this is one of the longest stretches along the Canada US border without a 24 hour or commercial port.
- Saskatchewan's transportation needs are going to continue to grow as the new \$350 m Global Transportation Hub is developed at Regina.

Need for Border Services

- While Bill HJ 17 is for extended hours, not 24 hour status, we feel this is an important and realistic step in supporting regional commercial activity.
- We offer our continued support and work on the Saskatchewan side of the border.

Need for Border Services

- We will continue to work with the Saskatchewan government to press for enhanced border services on the Canadian side of the border.
- We are currently working with the logistics community, trucking organizations, and Statistics Canada to develop a comprehensive case for enhanced border services.

- Thank you for your time and for the opportunity to speak.